

FIRST EDITION

CUBA.

Address of the Captain-General to the Inhabitants of the Island—Explanation of Spanish Reinforcements and Increase of the Navy.

HAVANA, JAN. 15.—Among the strongest reasons for disbelieving the oft-repeated assertions of the Spanish authorities...

INHABITANTS OF CUBA:—At the beginning of the new year, in these days of congratulations and rejoicings, it is with great satisfaction that your chief felicitates you on account of the notable change in every thing that relates to this territory.

The filling up of the period from Saturday to Tuesday by a statement that Mr. Cooke and Miss Johnston went to Rahway, N. J., from Philadelphia, receives no confirmation from her friends...

YESTERDAY EVENING Mrs. Cooke had no more idea where her truant husband was than any other inhabitant of the island of New York.

WERE IS MR. COOKE? The Methodists of this week publishes some facts in regard to the Book Concern financial irregularities...

THE INFATUATION OF PASSION. Were it not an every day occurrence for a man to blight the life of a woman...

MR. COOKE. Mrs. Cooke, with her son Baldwin, who seems a clever boy, of about sixteen years of age...

DEATH IN A WELL. A Woman Throws Herself into a Well while in Delirium from Smallpox.

The St. Louis Republic, January 13, says:—About 8 o'clock yesterday morning, Mrs. A. Heitert, wife of William Heitert, of No. 1816 Broadway, destroyed her life by plunging headlong into a well near the house.

While he was gone she managed to escape from the house, upon his return to the room, finding her missing, he at once instituted a search down to the river and back, and finally found that she was still alive in the depths.

THE ERIC AND ATLANTIC AND GREAT WESTERN DIFFICULTY SURVIVED THE LINE, ONE MANAGEMENT AND DESTINY.

Much surprise was occasioned by the fact that the enterprising princes of Eric made no attempt to disturb the harmony of the meeting recently held for the purpose of reorganizing the directors of the Atlantic and Great Western Railway.

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THE PRODIGALS.

The Rev. Cooke Still a Wanderer—The Church Sisterhood of Course Lets itself Out on Miss Johnston.

To-day's New York Herald has an additional chapter upon the Cooke scandal—The sensation of a mystery yet remains around the clerical scandal.

THE FEMALE PRODIGAL. Miss Johnston is at her father's house, suffering still from the reaction consequent upon the excitement of the last week and the notoriety she has so unwittingly obtained.

One of these ladies, who certainly had long since passed the years where the maiden and the woman meet, was withering in her pantomime sneers at Miss Johnston being described as so very young and so very innocent.

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THE INTERNATIONAL YACHT RACE.

Further Correspondence on the Subject—The Rules of the Royal and New York Yacht Clubs.

The following correspondence in regard to the projected international yacht race will be found interesting.

SUEZ, CANAL, PORT SAID, EGYPT, November 14, 1869.—H. Morton, Esq., New York Yacht Club, No. 41 Wall Street, New York—Dear Sir:—You are aware that I have already had the pleasure to send you the necessary certificate to enable the Cambria to compete for the 1869 cup; but, unfortunately, the committee did not consider my communication of the 3d of October, 1869, as a formal six months' notice, and this circumstance, so far as I know, only prevented my leaving for New York on or about the 1st of September last to compete for the cup in question, as I intended. My movements and engagements for six months here are uncertain; but if I wish to contest for the 1869 cup I have no choice but to give the stipulated notice, and this the trustees of the club will not prevent my acting thereon.

THE FUTURE OF THE RACE. The following correspondence in regard to the projected international yacht race will be found interesting.

OFFICE SECRETARY NEW YORK YACHT CLUB, No. 41 WALL STREET, N. Y., January 10, 1870. James Ashbury, Esq., Dear Sir:—In answer to your communication from Suez of November 14, 1869, we beg leave again to call your attention to the conditions upon which the New York Yacht Club holds the challenge cup for the 1869 race, from some of which there is no power to deviate.

LEGAL INTELLIGENCE. Nisi Prius—Judge Agnew. In the case of Demetrius Demot, which was a controversy between the defendant and the custody of their child, the Court this morning delivered an opinion, confirming the usual line of reasoning of the Sessions in such cases, and remanding the child to the custody of the mother.

Supreme Court in Banc. The Court this morning was engaged in hearing a dispute of the charter of the Pennsylvania Medical Society.

Court of Quarter Sessions—Judge Paxson. Among other habeas corpus cases heard this morning was that in which Frank Gilligan was charged with burglary. He was arrested in the woods by Detective Miller, as one of the gang known as the "Foxy Thieves," and charged with burglary in most of the money markets of the East, and in some, our own among the rest, loans in that currency are made at lower figures.

Court of Common Pleas—Judge Ludlow. The Court was asked in this bill to enjoin the defendant from interfering with the execution of Mr. Wright, deceased, from issuing any order on the judgment; and "The Porcelain Company" from transferring any shares of the stock, belonging to plaintiffs, to any purchaser under the execution issued upon the above recited judgment.

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lowing verdict:—That the said Jenny Harger came to her death in Millin township, on the 10th day of January, 1870, by having pulverized opium administered to her by her step-father in place of pulverized rhubarb, through a mistake of A. S. Steel, in Sill & Riggs' drug store, in said township.

BUTLER'S SWORD SUIT. The Defendant Ordered to Show Cause why an Attachment Should not Issue Against Him.

In the suit of Miss Rowena Florence against General Benjamin Butler, for the recovery of the value of several jeweled swords and a quantity of silver plate alleged to have been left the plaintiff by General Butler during the war, an order was made requiring Butler to appear in court, and submit to an examination before trial.

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SECOND EDITION

LATEST BY TELEGRAPH.

Heavy Railway Subsidy—The Striking Telegraph Operators Still Firm—Advices from the Pacific Coast—To-day's Cable Quotations.

Financial and Commercial

ETC., ETC., ETC., ETC., ETC.

FROM CALIFORNIA.

Heavy Rains—Ship News—Important Elections. SAN FRANCISCO, Jan. 15.—The rains for several days past have been quite general throughout the Pacific States, and the prospects for the crops are most favorable.

San Francisco Markets. SAN FRANCISCO, Jan. 14.—Flour, \$1-63 1/2 @ 50; sales of wheat at \$1 50 for choice; barley for brewing advanced to \$1-25 1/2 @ 35. Legal tenders, 81.

FROM BALTIMORE.

General of Father Dolan. Special Dispatch to the Evening Telegraph. BALTIMORE, Jan. 15.—Father Dolan's funeral, yesterday was the largest ever seen here. Several priests and prominent Catholics were in attendance from New York, Philadelphia, Washington and elsewhere.

Railway Matters. About half of the most important sections of the ordinance giving the Western Maryland Railroad thirteen hundred thousand dollars passed the first branch of the City Council last night, by a large majority. The entire bill will undoubtedly pass both branches nearly unanimously.

FINANCE AND COMMERCE. OFFICE OF THE EVENING TELEGRAPH, Saturday, Jan. 15, 1870. There is an unusual degree of quiet in financial circles this morning, the absence of all pressure on the market for the day.

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THIRD EDITION

WASHINGTON.

Secretary Robeson will not Notice Executive Secretary Welles—The Latter Preparing a Second Blast—The President Hopes the House Virginia Bill may Pass the Senate—Naval Affairs.

Investigation of the Wall Street Gold Speculations.

FROM WASHINGTON.

Salaries of Paymasters' Clerks. Special Dispatch to the Evening Telegraph. WASHINGTON, Jan. 15.—In the annual report of Paymaster E. T. Dunn, U. S. N., Chief of the Bureau of Provisions and Clothing, Navy Department, he says, in regard to Salaries of Clerks to Paymasters.

at the navy yards, that "I deem it proper to renew the recommendation of my predecessor in office for an increase of the salaries of the clerks to paymasters of navy yards and stations, and to paymasters and inspectors in charge of provisions and clothing at navy yards and stations, so as to place them, in regard to pay, on an equality with other clerks in navy yards, whose duties are not more arduous or responsible than theirs.

THE POLICY, and indeed justice, of supplying sailors on their enlistment in the navy with an outfit of clothing, free of cost to them, has been before so forcibly represented to the department that I only deem it necessary to allude to the necessity of making some provision of this kind for the sailor is daily becoming more apparent, and I most earnestly recommend the measure to the favorable consideration of the department as one well calculated to promote the best interests of the navy.

It is proposed to issue to the crews of vessels on some of our foreign stations coffee in the berry, in lieu of the ground coffee generally in use in the navy. But as coffee, in the process of roasting, loses considerably in weight, I would suggest that the ration of coffee, when issued in the unroasted berry, be increased to one and one-fourth ounces, the ration of ground coffee being one ounce per day for each person. Coffee-roasters, it is believed, can be attached to the galleys of vessels with but little expense.

Fitting of Naval Vessels. The machinery is to be taken out of the United States steamer Chattanooga, and placed in the Connecticut, (formerly the Pompanoon), at the Charlestown Yard. The Chattanooga is now at League Island, and will be towed to Boston for that purpose.

The machinery of the Antietam will be placed in her at the Philadelphia Navy Yard, and prepared for sea service by Morrill & Sons, of Philadelphia.

It is found that it costs the Government far less to have the work done by outside establishments than to have it done by the Navy Yard forces. Orders have been issued to have the United States steamer Swatara, now at New York, fitted immediately for sea service.

Mr. Spencer's Naval Rank Bill. It is the general belief here among naval officers that Mr. Spencer's bill, introduced a few weeks since, will, with perhaps some very slight modifications, become a law.

The Welles-Robeson Imbroglio. Special Dispatch to the Evening Telegraph. WASHINGTON, Jan. 15.—The Secretary of the Navy declines answering the letter of his predecessor, Mr. Welles, concerning the question of injustice alleged to have been done the latter in the recent report of the Navy Department. Mr. Welles, it is said, will write another letter, defending his course as Secretary during the eight years he occupied the office.

The Virginia Question. A careful canvass of the Senate shows a majority in favor of the bill to admit Virginia without conditions. It is the purpose of Senator Trumbull to move on Monday the House bill as a substitute for that now before the Senate.

The President to-day took occasion to congratulate Judge Bingham on the success of his resolution in the House yesterday. He hoped it would pass the Senate in the same shape.

The Late Gold Flurry. The Banking and Currency Committee is in session to-day investigating the Wall-street gold speculation and panic of last September. Several witnesses have arrived, among them Jim Fisk and General Dufferin.

Telegraphic Movements. Special Dispatch to the Evening Telegraph. NEW YORK, Jan. 15.—It is well known in telegraphic circles that the English cables have long been controlled by the Western Union Telegraph Company; and it is now reported on good authority that within a week or ten days the French cable will be effectually brought under the same controlling influence, the negotiations to that effect being almost completed.

New York Money and Stock Markets. NEW YORK, January 15.—Stocks unsettled. Money easy at 7 per cent. Gold, 121 1/2. Five-twentieths, 1869, coupon, 115 1/2; do, 1864, do, 115 1/2; do, 1865, do, 115 1/2; do, 1866, do, 115 1/2; do, 1867, do, 115 1/2; do, 1868, do, 115 1/2; do, 1869, do, 115 1/2; do, 1870, do, 115 1/2; do, 1871, do, 115 1/2; do, 1872, do, 115 1/2; do, 1873, do, 115 1/2; do, 1874, do, 115 1/2; do, 1875, do, 115 1/2; do, 1876, do, 115 1/2; do, 1877, do, 115 1/2; do, 1878, do, 115 1/2; do, 1879, do, 115 1/2; do, 1880, do, 115 1/2; do, 1881, do, 115 1/2; do, 1882, do, 115 1/2; do, 1883, do, 115 1/2; do, 1884, do, 115 1/2; do, 1885, do, 115 1/2; do, 1886, do, 115 1/2; do, 1887, do, 115 1/2; do, 1888, do, 115 1/2; do, 1889, do, 115 1/2; do, 1890, do, 115 1/2; do, 1891, do, 115 1/2; do, 1892, do, 115 1/2; do, 1893, do, 115 1/2; do, 1894, do, 115 1/2; do, 1895, do, 115 1/2; do, 1896, do, 115 1/2; do, 1897, do, 115 1/2; do, 1898, do, 115 1/2; do, 1899, do, 115 1/2; do, 1900, do, 115 1/2; do, 1901, do, 115 1/2; do, 1902, do, 115 1/2; do, 1903, do, 115 1/2; do, 1904, do, 115 1/2; do, 1905, do, 115 1/2; do, 1906, do, 115 1/2; do, 1907, do, 115 1/2; do, 1908, do, 115 1/2; do, 1909, do, 115 1/2; do, 1910, do, 115 1/2; do, 1911, do, 115 1/2; do, 1912, do, 115 1/2; do, 1913, do, 115 1/2; do, 1914, do, 115 1/2; do, 1915, do, 115 1/2; do, 1916, do, 115 1/2; do, 1917, do, 115 1/2; do, 1918, do, 115 1/2; do, 1919, do, 115 1/2; do, 1920, do, 115 1/2; do, 1921, do, 115 1/2; do, 1922, do, 115 1/2; do, 1923, do, 115 1/2; do, 1924, do, 115 1/2; do, 1925, do, 115 1/2; do, 1926, do, 115 1/2; do, 1927, do, 115 1/2; do, 1928, do, 115 1/2; do, 1929, do, 115 1/2; do, 1930, do, 115 1/2; do, 1931, do, 115 1/2; do, 1932, do, 115 1/2; do, 1933, do, 115 1/2; do, 1934, do, 115 1/2; do, 1935, do, 115 1/2; do, 1936, do, 115 1/2; do, 1937, do, 115 1/2; do, 1938, do, 115 1/2; do, 1939, do, 115 1/2; do, 1940, do, 115 1/2; do, 1941, do, 115 1/2; do, 1942, do, 115 1/2; do, 1943, do, 115 1/2; do, 1944, do, 115 1/2; do, 1945, do, 115 1/2; do, 1946, do, 115 1/2; do, 1947, do, 115 1/2; do, 1948, do, 115 1/2; do, 1949, do, 115 1/2; do, 1950, do, 115 1/2; do, 1951, do, 115 1/2; do, 1952, do, 115 1/2; do, 1953, do, 115 1/2; do, 1954, do, 115 1/2; do, 1955, do, 115 1/2; do, 1956, do, 115 1/2; do, 1957, do, 115 1/2; do, 1958, do, 115 1/2; do, 1959, do, 115 1/2; do, 1960, do, 115 1/2; do, 1961, do, 115 1/2; do, 1962, do, 115 1/2; do, 1963, do, 115 1/2; do, 1964, do, 115 1/2; do, 1965, do, 115 1/2; do, 1966, do, 115 1/2; do, 1967, do, 115 1/2; do, 1968, do, 115 1/2; do, 1969, do, 115 1/2; do, 1970, do, 115 1/2; do, 1971, do, 115 1/2; do, 1972, do, 115 1/2; do, 1973, do, 115 1/2; do, 1974, do, 115 1/2; do, 1975, do, 115 1/2; do, 1976, do, 115 1/2; do, 1977, do, 115 1/2; do, 1978, do, 115 1/2; do, 1979, do, 115 1/2; do, 1980, do, 115 1/2; do, 1981, do, 115 1/2; do, 1982, do, 115 1/2; do, 1983, do, 115 1/2; do, 1984, do, 115 1/2; do, 1985, do, 115 1/2; do, 1986, do, 115 1/2; do, 1987, do, 115 1/2; do, 1988, do, 115 1/2; do, 1989, do, 115 1/2; do, 1990, do, 115 1/2; do, 1991, do, 115 1/2; do, 1992, do, 115 1/2; do, 1993, do, 115 1/2; do